PEARSON BRIDGE
(Sun River Bridge)
Spanning the Sun River on the
Vaughn-Ulm Road
Vaughn vicinity
Cascade County
Montana

HAER NO. MT-137

PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
Intermountain Support Office - Denver
National Park Service
P.O. Box 25287
Denver, Colorado 80225-0287

HISTORIC AMERICAN ENGINEERING RECORD
PEARSON BRIDGE

I. INTRODUCTION

Location:	(Sun River Bridge) Spanning Sun River on the Vaughn-Ulm Road Vaughn Vicinity Cascade County Montana
Quad:	Vaughn, Montana (1994)
UTM:	12/460120/5265920
Date of Construction:	1921
Present Owner:	Cascade County Great Falls, Montana
Present Use:	Highway Bridge
Significance:	Constructed in 1921 and moved to its existing site in 1969, the Pearson Bridge provides an important link on a road connecting two rural central Montana communities, Vaughn and Ulm. The bridge is a good example of the standard riveted Warren pony truss bridge designed and built by the Montana Highway Department from about 1920 until 1941. The bridge replaced an earlier structure that was destroyed by the catastrophic June 1964 flood that impacted this area of Montana. These type of pony truss bridges were easily adapted to a variety of stream crossings. Their compact size made them easy to relocate.
Historian:	Jon Axline, Montana Department of Transportation September 2009

II. HISTORY

The Lewis and Clark Expedition reached the Great Falls of the Missouri River in June 1805 and spent nearly a month exploring the area while it portaged its equipment around the spectacular river falls. The Sun River empties into the Missouri just above the falls about twenty miles southeast of the Pearson Bridge. Originally known as the Medicine River, Meriwether Lewis described the Sun River on June 14, 1805 as a "handsome stream . . . rendered more conspicuous by the timber that garnished its borders." During the portage, Lewis and William Clark often dispatched men up the river to hunt elk and bison until the expedition continued on its way up the Missouri on July 15th. The following year, in 1806, a portion of the Corps of Discovery rendezvoused near the mouth of the Sun River before proceeding down the Missouri to St. Louis. Lewis wrote in July 1806 that it was his intention to leave the Indian trail (the Road to the Buffalo) and "strike the Medicine river and hunt down it to it's mouth in order to procure the necessary skins to make geer [sic], and meat . . . ."[1]

Located deep within Blackfeet territory, the Sun River country was not well-known to Euro-American trappers and traders in the early 19th century. Although reliant on Canadian and American trade goods, the Blackfeet successfully prevented the establishment of any trading posts near the Sun River until the construction of Fort Benton in 1847 by the American Fur Company, 52 miles northeast of the future site of the Pearson Bridge. By then, however, the Blackfeet had been decimated by a series of small pox epidemics during the 1830s. In August 1860, Lieutenant John Mullan completed a road between Walla Walla, Washington and Fort Benton. It crossed the Sun River at an aboriginal ford about nine miles west of the Pearson Bridge. Two years previously, in 1858, the federal government established a demonstration farm near what became known as the Sun River Ford. For nine years, the managers of the farm tried, unsuccessfully, to teach the Blackfeet to grow crops. In 1862, the Jesuits built St. Peter's Mission near the confluence of the Sun and Missouri rivers about twenty miles southeast of the Pearson Bridge. By 1867, however, increased hostilities between the Americans and the Blackfeet forced the abandonment of the farm and the relocation of the mission to a new site near present Cascade, Montana.[2]

In October 1855, the Blackfeet, Assiniboine, and Atsina people signed a treaty with the US government. The treaty established an enormous reservation for those tribes that was bounded on the west by the continental divide, on the south by the Missouri River, on the east by the Dakota Territory line and on the north by the Canadian border. By 1874, however, ranchers had put sufficient pressure on the federal government and the Blackfeet to cede the portion of the reservation from the Sun River north to the present reservation boundary. The removal of that portion of the reservation opened the Sun River valley to Euro-American exploitation – primarily in cattle production.[3]

Rich gold strikes in southwestern Montana beginning in 1862 drew thousands of people to the remote territory. Although much of the agricultural produce that supplied the mining camps came from outside the territory, by 1864 farms and ranches prospered in the valleys adjacent to the gold camps. By the early 1870s, though, many of the cattle ranches in southwestern Montana had been pushed out of the valleys because of overgrazed ranges and competition with farmers. Consequently, some Montana stockmen drove their cattle into the Sun River Valley shortly after the area was ceded from the Blackfeet Reservation. Prominent Montana cattlemen, such as Thomas Dunn, Robert Ford, and Conrad Kohrs, established outfits in the valley by 1871 and enlarged their herds. Two years later, Dan Floweree trailed in 1,500 Texas longhorns into the valley. They were joined by cattle herds from Oregon the following year. By 1878, the Sun River Valley in the vicinity of the Pearson Bridge had become the center of the Montana cattle industry.[4]

Although much of the Blackfeet's power had declined because of several small pox epidemics in the 1830s, they continued to be a thorn in the side of Euro-Americans in north central Montana in the late 1860s. Increased steamboat traffic on the upper Missouri in the wake of the Montana gold rush brought hundreds of Euro-Americans to the area – most traveling on the Mullan Road or settling on small ranches in and around the valley adjacent to the Blackfeet Reservation. Murders and other havoc caused by Indians and non-Indians increased to the point where Acting Governor Thomas Francis Meagher, Blackfeet agent Gad Upson, and territorial judge Lyman Munson attempted to negotiate a treaty with the Blackfeet in an attempt to stop the violence. The treaty, which was never ratified by the federal government, failed to stop the conflict. The Blackfeet problems coupled with the violence on the Bozeman Trail between the US Army and the Lakota and Northern Cheyenne Indians in south central Montana, caused General Alfred Terry to establish two military posts in the territory in 1867: Fort Shaw in the Sun River valley and Fort Ellis in the Gallatin Valley.[5]

Located about fourteen miles west of the project area, Fort Shaw was the base for four companies of the 13th US Infantry. By 1868, the post was the headquarters of the Military District of Montana and was under the command of General John Gibbon. Fort Shaw was the most elaborate and largest of the military posts constructed in Montana Territory in the late 1860s. Located on the Mullan Road between Fort Benton and Helena, it was intended to protect traffic on the route and pacify the Blackfeet. Area resident Robert Vaughn, however, had a less-than-glowing opinion about the post's effectiveness when he wrote that it "checked the Indians for a while; but it was only a short time before they were back to their old tricks, murdering people and stealing their stock." Nonetheless, troops from Fort Shaw participated in the Baker Massacre on the Marias River in January 1870, the Centennial Campaign against the Lakota and Northern Cheyenne in 1876, and against the Nez Perce Indians in 1877.[6]

The presence of Fort Shaw facilitated settlement in the valley even before the area had been removed from the Blackfeet Reservation. In 1869, future Indian agent Robert Vaughn established a 160-acre homestead on the north side of the Sun River about one mile northwest of

the bridge. He was followed by other ranchers and farmers and then by the cattle outfits owned by Kohrs, Dunn, Ford, and Floweree. Despite the lush grasses and the optimism of its residents, General William T. Sherman had a negative opinion of the area when he visited it in August 1877. Riding through the valley at night, he wrote that "we could see in the Sun River region indications of a better country, good farms with creditable improvements." But, he later added, "the views of the ... country by day light did not fully confirm our expectations."[7]

In the wake of the Baker Massacre, the establishment of the nearby city of Great Falls in 1883, and the construction of the Montana Central Railroad, the need for Fort Shaw diminished. The military abandoned the post in 1891. In December 1892, however, it reopened as a non-reservation Indian boarding school. According to Vaughn,

> The pupils are recruited from reservation schools, the policy being to place therein pupils who, by reason of sound physical health and natural aptitude, are capable of receiving further advantages, with facilities for special instructions in agriculture, stock breeding, the mechanical and domestic arts, for normal and commercial training, and for taking up other subjects as occasion requires. . . . Manual training and industrial education has gone hand in hand with the intellectual development of the untrained young Indian mind.

In addition to the educational programs, the Fort Shaw Indian School also had a sixteen piece marching band and, fielded the famed Fort Shaw Indian girls basketball team that, from 1902 to 1906, defeated every team it played. In 1904, the team traveled to the Worlds Fair in St. Louis where it dazzled audiences by defeating both men and women's basketball teams. The school closed in 1910.[8]

The settlement of the Sun River Valley accelerated in 1883 with the establishment of the city of Great Falls by Paris Gibson about twelve miles to the southeast of the bridge. Gibson platted a city of "surpassing dullness" that grew rapidly and profited because of its strategic location at the great falls and its proximity to cattle ranches, the Blackfeet Reservation, and coal and silver mines. The Montana territorial legislature created Cascade County with Great Falls as the county seat in 1887. That same year, James J. Hill completed his St. Paul, Minneapolis & Manitoba Railroad to Great Falls, hooking up with the recently completed Montana Central Railroad. The railroads provided Great Falls with direct access to the Midwest, Helena, the Butte mines, and to the Union Pacific Railroad's Utah & Northern branch line. In 1890, the Great Falls Water and Townsite Company constructed the first of five dams on the Missouri at Black Eagle Falls. The following year, in 1891, the Boston and Montana Company established a copper smelting complex at Great Falls that took advantage of the electricity provided by the dam. In 1901, the Great Falls & Canada Railway provided a direct connection between Great Falls and Lethbridge, Alberta. The 1910-1918 Homestead Boom also improved Great Falls' prospects for the future. By World War I, Great Falls was one of Montana's most important industrial centers.[9]

Great Falls was at the center of several agricultural communities that, for the most part, predated the founding of the city. In 1869, Robert Vaughn filed on a 160-acre homestead in Section 25, Township 21 North , Range 1 East about one mile northwest of the Pearson Bridge. He obtained the patent to the property in June 1871. A native of Wales, he emigrated to the United States in 1858 and worked his way across the country to Virginia City, Montana Territory in 1864. He worked for a time as a miner in Alder and Last Chance gulches before relocating to north central Montana and establishing a ranch in the Sun River Valley in 1869. Vaughn's ranch was located along the river near a stage station called The Leavings, the point where the Mullan Road left the valley on its 44-mile journey to Fort Benton. Thomas Couch, the general manager of the Boston & Montana Consolidated Copper and Silver Mining Company smelter in Great Falls, purchased the ranch from Vaughn in 1889. The following year he platted the community of Sunnyside on the north side of the Sun River. Sunnyside had a modicum of success in the 1890s and early 1900s because of its location at the temporary terminus of the Great Northern Railway's branch line to Gilman, Montana. It functioned as a trade center for surrounding ranches and farms. In 1910, the county commissioners approved the construction of a bridge across the Sun River, at the existing site of the Pearson Bridge, about one mile southeast of Sunnyside on the old road between that community and the Montana Central Railroad station of Ulm on the Missouri River. The community of Sunnyside changed its name to Vaughn in 1911 in honor of venerable Montana pioneer and local resident, Robert Vaughn.[10]

The Pearson Bridge

Evidence suggests the Pearson Bridge was constructed either in 1921 by Cascade County or in 1923 by the Montana Highway Department at a different location. The bridge is the standard Montana Highway Department design for riveted Warren pony trusses utilized in the 1920s. The nearby Belt Creek Bridge in Belt (HAER No. MT-124; built 1923) exhibits the same design as this structure. On 11 April 1921, the Cascade County commissioners awarded a contract to the company of White, Brown, and Leahy to build a bridge across Belt Creek south of Belt. No details about the length and type of bridge is included in the county records. The 1921-1922 biennium report of the Montana State Highway Commission indicates that the county project had been completed by mid-November 1922. On 17 November 1922, however, the highway commissioners awarded a project to Angus McGuire and Evarts Blakeslee to build a bridge across Belt Creek on the Belt – Riceville section of US Highway 89 (then known as the Yellowstone-Glacier-Bee Line) under Federal Aid Project No. 73-B. The highway commission records do not provide any details about that structure and the construction file for the project no longer exists. The Montana Highway Department replaced these two and three other bridges on that segment of highway in 1968. It is likely the Pearson Bridge was originally located on US Highway 89 about six miles south of Belt.[11]

On June 7, 1964, heavy rain combined with higher than average snowpack in the mountains, and the spring run-off combined to cause catastrophic floods along the Sun River in north central

Montana. Dams, highways, and bridges washed out as the flood surge moved south to the Missouri River at Great Falls. Thirty people died in the disaster, most on the nearby Blackfeet Reservation. One of the casualties of the flood was the old bridge crossing the Sun River on the Ulm – Vaughn Road. It was not until December 1968, however, that the Cascade County commissioners opened bids to replace the bridge and another structure across the Sun River near Vaughn. In November 1968, the commission advertised for bids to move two bridges from the vicinity of Belt to new locations near Vaughn. It is unclear which of the two bridges was moved to the site of the Pearson Bridge. On 3 January 1969, the county commissioners awarded the project to move the bridges to the Zion Construction Company of Great Falls for $25,298 and to the Waddell Construction Company of Helena to build the foundations for the bridges. Zion moved the bridge to its existing site in 1969.[12]

III. THE BRIDGE

A. DESCRIPTION

The Pearson Bridge is a steel two-span, riveted Warren pony truss structure. It consists of two 108-foot spans resting on concrete and timber abutments. The bridge is 216-feet long and 19-feet wide with a roadway width of 18-feet.

Substructure
The bridge rests of two concrete abutments with extended wingwalls.

Abutment No. 1 (north) is a timber pile structure that is mostly obscured by the bridge and difficult to observe. The abutment is 17' in height and 21'3" in length. The abutment is 21-feet wide. Two 2' x 2' timber posts support the cap. The cap is 2-feet deep and widens to 4' 7½" where it chamfers out to meet the support columns.

Pier No. 1 is a timber pile structure that is encased by wood walls comprised of horizontal board planks. The pier, like the abutments, was constructed in 1969 and appears to bave been cobbled together. Tbe timber does not appear to bave been treated.

Abutment No. 2 (south) is a timber pile structure. It is mostly buried in the fill material leading to the bridge. The abutment is 17-feet in height and 21'3" in length. The abutment is 21-feet wide. Two 2' x 2' wood posts with a timber crossbar support the bridge end. The bridge has timber wing walls. They have wood back walls supported by round timber pilings.

Superstructure
The Pearson Bridge is a two-span riveted Warren pony truss structure. It has an overall length of 216-feet consisting of two 108-feet truss spans. The bridge is 19-feet wide with a roadway width of 18-feet. Each span is comprised of seven 5.4-foot panels; the trusses are 10-feet deep. The

lower chords are riveted channel sections with batten plates. The upper chords are comprised of continuous steel plates riveted to the top flanges of two channel sections with lacing bars and batten plates riveted to the bottom flanges. The vertical members are riveted steel I-beams while the diagonals are two laced angle sections. The diagonal members are 9-feet in length and the verticals are also 9-feet in length. The verticals and diagonal members of the trusses are riveted to the chords at the panel points by gusset plates. The deck of each span is supported by eight steel I-beam floor beams. Angle sections are riveted to the tops and bottom of the steel beams to create the I-beams. Eleven lines of untreated timber stringers support the timber deck. Angle sections function as bottom lateral braces under each span. The timber deck has a thin asphalt overlay. Steel W-beam type guardrails are bolted to the side closest to the deck on both spans.

Material
No figures are available for the amount of steel and concrete used for the construction of the bridge. The Pearson Bridge is a standardized designed developed by the Montana Highway Department in 1922. This design was adapted for use at other locations throughout the state. Consequently, the existing plans for Warren pony truss bridges on file at the Montana Department of Transportation (MDT) are not specific to this bridge.

B. MODIFICATIONS

Cascade County acquired this bridge from the MDT in 1969 and moved it to this location to replace an older county bridge that had been irreparably damaged in the June 1964 floods. Modifications to the bridge when relocated include the abutments and the pier. The basic superstructure of the bridge is, however, still intact.

C. OWNERSHIP AND FUTURE

The Pearson Bridge is currently owned and maintained by Cascade County. The Montana Department of Transportation (MDT) programmed this off-system bridge for replacement in 2006. Mitigation for National Register of Historic Places-eligible bridges are treated under the terms of a Programmatic Agreement (PA) that was implemented in February 2007. The Pearson Bridge will be offered for adoption in 2010.

IV. BIOGRAPHICAL MATERIAL

Evarts H. "Blake" Blakeslee and Angus McGuire
Born in 1883 in 1883 in Lake Geneva, Wisconsin, Evarts H. "Blake" Blakeslee was long associated with the Montana State Highway Commission (SHC), both as an employee and as an independent contractor. After obtaining a degree in engineering from the University of

Wisconsin about 1906, Blakeslee relocated to the Bitterroot Valley of western Montana in 1906 or 1907. There, he worked as a surveyor and contractor on the Bitterroot Valley Irrigation District, a reclamation project designed to promote the cultivation of apple orchards in the valley. After the Apple Boom collapsed in 1917, Blakeslee removed to Helena, Montana and began work as a Resident Engineer for the SHC in 1918. Between 1915 and 1926, the Commission assigned Resident Engineers to supervise the construction of large bridge projects in the state. In 1919, the Commission assigned Blakeslee to supervise the construction of the First Avenue North and Tenth Street (HAER no. MT-8) bridge projects in Great Falls. New job opportunities in the Electric City, however, compelled Blakeslee to permanently relocate to Great Falls after the bridge projects were completed in 1921. He resigned from the highway commission in 1921 and began work as an independent bridge contractor. Blakeslee's experience with the use of reinforced concrete on the two Great Falls bridges had a profound impact on his subsequent career as an independent contractor.[13]

While still employed by the highway commission in 1920, Blakeslee purchased the seven truss spans of the old First Avenue North Bridge in Great Falls for use at other sites. By 1922, he had gone into business with Angus J. McGuire. A native of Scotland, McGuire emigrated to the United States sometime before 1910. He met Blakeslee in the Bitterroot Valley when both were employed on the irrigation project. McGuire relocated to Great Falls around 1921 and went into business with Blakeslee. The McGuire and Blakeslee company hit the ground running in 1922; that year, the SHC awarded them contracts to build a bridge in the Gallatin Canyon south of Bozeman and paved one-half mile of city street in Glendive with a roller leased from the State Highway Commission. The Belt Creek Bridge was the third project awarded to the men after the formation of the company. These three projects established McGuire and Blakeslee as reliable contractors who completed their projects by the deadline specified in the contracts. Between 1921 and 1933 when McGuire left the company, the men built bridges throughout Montana and Wyoming, including the Yellowstone River at Glendive (24DW290) in 1926 and the Missouri River at the community of Hardy (24CA389) in 1931. Both structures were (and continue to be) substantial through truss bridges. For the most part, however, the company built small reinforced concrete slab and T-beam bridges. In 1933, McGuire left Montana for parts unknown.[14]

From 1933 until 1936, Blakeslee was in partnership with Anaconda Copper Mining Company employee Robert Boomer. The company operated under the name of Boomer & Blakeslee. The company built bridges on U.S. Highway 91 between Great Falls and Helena, including the Sheep Creek Bridge (24LC1157) in 1934 and the Prewitt Creek Bridge (24CA642) in 1931. In 1936, Blakeslee dissolved his association with Robert Boomer and formed a partnership with Great Falls area rancher Thomas Staunton to construct road and bridge projects in Montana. The partnership endured as Staunton & Blakeslee until about 1945 when Staunton retired to devote full-time to his cattle ranch. In all his incarnations, Blakeslee was best known for his knowledge

and use of reinforced concrete for bridge construction. After the Second World War ended in 1945, Blakeslee formed the Utility Builders Company, a family business that specialized in the construction of curbs, gutters, and pavement in the Great Falls area. Blakeslee remained active in the business until his death in October, 1967 at the age of 84.[15]

V. FOOTNOTES

1. Gary E. Moulton, Ed., *The Definitive Journals of Lewis & Clark: From Fort Mandan to Three Forks*, (Lincoln: University of Nebraska, 2002), 293, 324, 327; Gary E. Moulton, ed., *The Definitive Journals of Lewis & Clark: Over the Rockies to St. Louis*, (Lincoln: University of Nebraska, 2002), 97.

2. Merrill G. Burlingame, *The Montana Frontier*, (Helena: State Publishing, 1942, 38, 298; John Mullan, *Report on the Construction of a Military Road from Fort Walla-Walla to Fort Benton*, (Washington DC: GPO, 1863), 26, 55; John Mullan, *Miners and Travelers Guide*, (New York: W. M. Franklin, 1865), 56; Emma Toman, comp., *A Pictorial History of the Sun River Valley*, (Sun River: Sun River Valley Historical Society, 1989), 17.

3. Malone, et al, *Montana*, 119, 120; Burlingame, *Montana Frontier*, 37, 43; James McClellan Hamilton, *History of Montana: From Wilderness to Statehood*, (Portland, Oregon: Binfords & Mort, 1957), 190-191.

4. Malone, et al, *Montana*, 145, 150-151; Burlingame, *Montana Frontier*, 267, 287; Hamilton, *History of Montana*, 388-389.

5. Burlingame, *Montana Frontier*, 39-42; Jon Axline, "With Courage and Undaunted Obstinacy: Meagher in Montana, 1865-1867," in *Thomas Francis Meagher: The Making of an Irish American*, John M. Hearne and Rory T. Cornish, eds., (Dublin: Irish Academic Press, 2006), 179-180.

6. Spritzer, *Roadside History of Montana*, 273-274; Burlingame, *Montana Frontier*, 126, 194, 199-203, 261; Robert Vaughn, *Then and Now: Thirty-six Years in the Rockies, 1864-1900*, (Helena: Far Country Press, 2001), 55, 275.

7. William Tecumseh Sherman, *Travel Accounts of General William T. Sherman to Spokan Falls, Washington Territory, in the Summers of 1877 and 1883*, (Fairfield, WA: Ye Galleon Press, 1984), 116-117.

8. Spritzer, *Roadside History of Montana*, 273-274, 277; Vaughn, *Then and Now*, 365-366.

9. Spritzer, *Roadside History of Montana*, 277-278; John W. Reps, *Cities of the American West: A History of Frontier Urban Planning*, (Princeton: Princeton University Press, 1979), 572; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 44; Donald B. Robertson, *Encyclopedia of Western Railroad History*, Volume II, (Dallas: Taylor Publishing, 1991), 302, 303, 322.

10. Montana Land Tract Book, volume 182; Vaughn, *Then and Now*, xi-xiii, 48; *Progressive Men of the State of Montana*, (Chicago: A. W. Bowen, 1902), 1438; Leland J. Hanchett, Jr., *Montana's Benton Road*, (Wolf Creek, MT: Pine Rim Publishing, 2008), 120; Emma Toman, comp., *A Pictorial History of the Sun River Valley*, (Sun River: Sun River Valley Historical Society, 1989), 58; Cheney, *Names on the Face of Montana*, 274, 279; Commissioners Journal: Cascade County Index, volume 1, 91.

11. Commissioners Journal: Cascade County, Book 9, 200 (11 April 1921); *Third Biennial Report State Highway Commission of Montana, 1921-1922*, (Helena: State Highway Commission, 1922), 58-59; Montana State Highway Commission Meeting Minutes, Book 2, 107-108 (11 November 1922); Bridge Log 1994, Montana Department of Transportation, Helena.

12. Spritzer, *Roadside History of Montana*, 77; *Montana Flood 1964*, (Great Falls: Great Falls Tribune-Leader, 1964), np; Commissioners Journal: Cascade County, Book 25, 3 (27 November 1968), 27 (20 December 1968), 44 (3 January 1969).

13. "Great Falls Contractor E. H. Blakeslee Dies," *Great Falls Tribune*, 18 October 1967; Robert Blakeslee Interview by Mitzi Rossillon, 3 March 1992; *Polk Directory for Helena and Lewis and Clark County*, (Helena: R.L. Polk, 1918); *Water Resources Survey: Ravalli County, Montana*, (Helena: State Engineers Office 1958), 45.

14. There is no record of McGuire in Montana after his departure from Great Falls in the U.S. Census Records. "$6842 Offered for Iron in Old Bridge Across Missouri," *Great Falls Tribune*, 11 September 1920; *Polk Directory for Great Falls*, (Great Falls: R.L. Polk, 1918-1967); *Third Biennial Report*, 54-55, 56-57, 58-59, 62; Butte City Directories, 1900 – 1921; "T. Staunton, Rancher and Businessman, Dies," *Great Falls Tribune*, 9 April 1956.

15. Although Boomer had formed a partnership with Blakeslee in 1933, he kept his job at the Anaconda Company plant in Great Falls throughout the period he was associated with Blakeslee. "Great Falls Contractor," *Great Falls Tribune*, 18 October 1967; Blakeslee Interview; *Great Falls City Directories* 1949-1967; "T Staunton," 9 April 1956.

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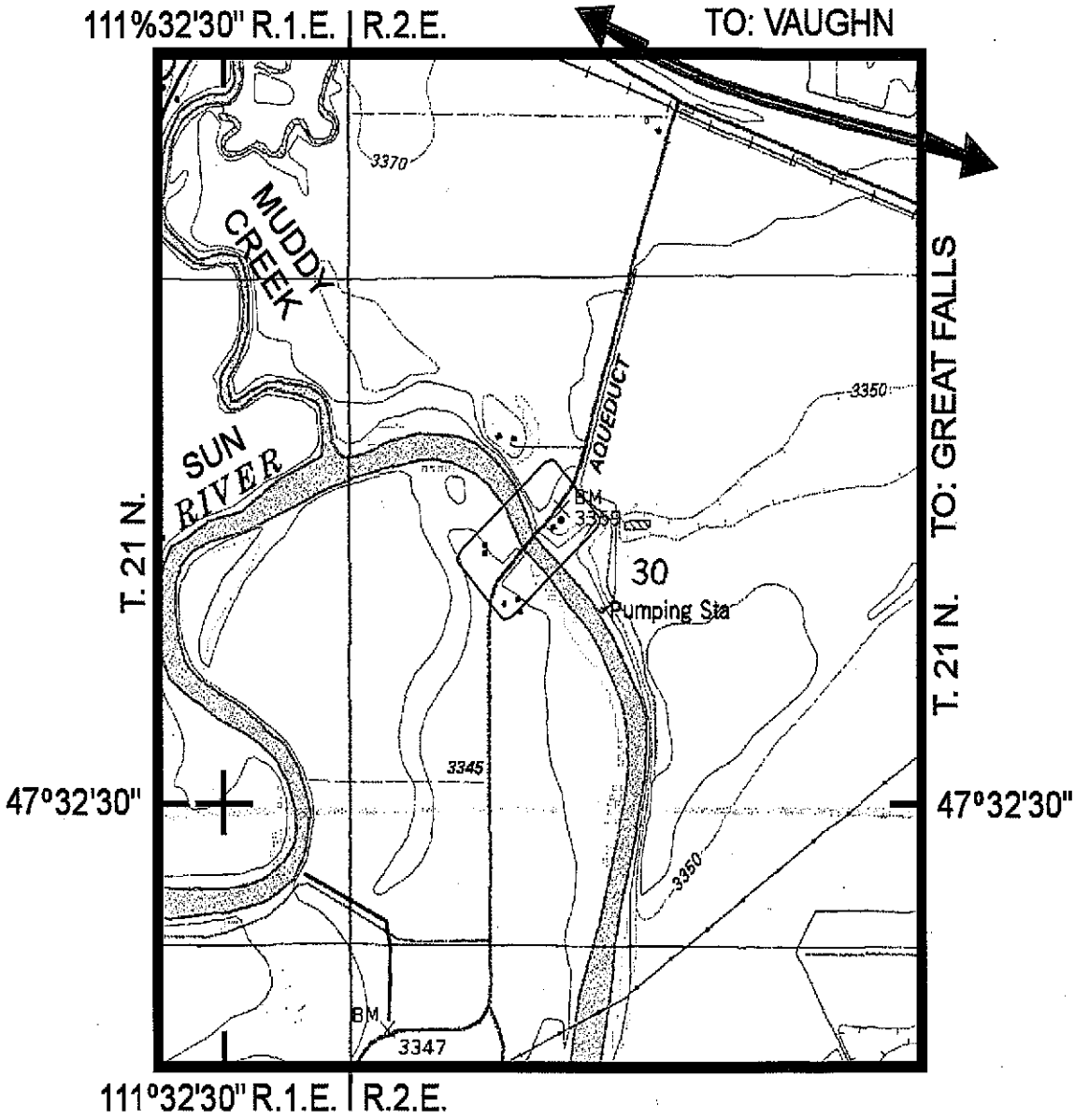
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